

20000306.ba v02_n824.bam.20000306

>From ???@??? Mon Mar 6 19:37:18 2000 -0600
Date: Mon, 6 Mar 2000 19:34:48 CST
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 2824
Message-Id: <20000307014424.CFBD7274AC@devel143.theporch.com>

BOATANCHORS Digest 2824

Topics covered in this issue include:

- 1) WTB T4X-C USB filter
by JONWEINER@aol.com
- 2) Re: Mk III IFF sinks BC645
by William Donzelli <aw288@osfn.org>
- 3) Re: Mk III IFF sinks BC645
by William Donzelli <aw288@osfn.org>
- 4) A good weekend
by Allan Stephens <modsteph@ACS.EKU.EDU>
- 5) Scott Navy SLRM questions.
by Richard Post <post@ouvaxa.cats.ohiou.edu>
- 6) 51J-4 PTO frequency alignment
by "Sven Grandell" <sierra.victor@swipnet.se>
- 7) RE: Mk III IFF sinks BC645
by "Bill Hawkins" <bill@iaxs.net>
- 8) Re: Scott Navy SLRM questions.
by JACK IVERSON <jackiv@juno.com>
- 9) Re: Homebrew PP 812
by Richard Loken <richardlo@devax.admin.athabascau.ca>
- 10) Re: safe handling of blasting devices
by Steve Berg <z931086@corn.cso.niu.edu>
- 11) Web Page Update
by Jerry Proc <jproc@idirect.com>
- 12) 2182 KHz Ceases in UK
by Jerry Proc <jproc@idirect.com>
- 13) Re: recommissioning dynamotors
by AAFRadio@erols.com
- 14) Re: 2 NC-300 mods
by "russ dworakowski" <wb3fau@hotmail.com>
- 15) Re: recommissioning dynamotors
by Andre Guibert <aguibert@sympatico.ca>
- 16) Re: recommissioning dynamotors
by "Benjamin D. Hall" <kd5byb@WT.NET>
- 17) Re: recommissioning dynamotors
by AAFRadio@erols.com
- 18) WTD: Marconi Sig Gen Manual

- by "Richard W. Solomon" <w1kszt@tiac.net>
- 19) Re: re commissioning dynamotors
by JACK IVERSON <jackiv@juno.com>
 - 20) RE: Marconi Sig Gen Manual
by "Ed Sieb" <sieb@sympatico.ca>
 - 21) Re: re commissioning dynamotors
by PLT1032@aol.com
 - 22) Re: East Coast Mil Radio Rally - Sept. 8/9/2000 (PRELIMINARY)
by Michael M Oxenreider <wb3ctc@juno.com>

From: JONWEINER@aol.com
Message-ID: <13.23fd540.25f5263a@aol.com>
Date: Mon, 6 Mar 2000 10:18:18 EST
Subject: WTB T4X-C USB filter
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit

Looking for the T4X-C USB filter. Either for cash or have lots to trade.

Jon

Date: Mon, 6 Mar 2000 11:23:16 -0500 (EST)
From: William Donzelli <aw288@osfn.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Mk III IFF sinks BC645
Message-ID: <Pine.SUN.3.91-FP.1000306112233.14565A-1000000@osfn.org>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

> So, what do you do if you actually find a destructor?!
Don't call me.

William Donzelli
aw288@osfn.org

Date: Mon, 6 Mar 2000 11:28:22 -0500 (EST)
From: William Donzelli <aw288@osfn.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Mk III IFF sinks BC645
Message-ID: <Pine.SUN.3.91-FP.1000306112327.14565B-1000000@osfn.org>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

> --They were shipped from the depots with the
> destructors in????

No, but I can see where IFF sets being taken off planes in the boneyards may still have a destructor or two left. Every IFF transponder I can think of, and even a few of the glide/too-old-B17 bomb radio control units, had them.

William Donzelli
aw288@osfn.org

Date: Mon, 06 Mar 2000 12:20:43 -0500
From: Allan Stephens <modsteph@ACS.EKU.EDU>
Subject: A good weekend
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <38C3E8EA.876BEE2E@acs.eku.edu>
MIME-version: 1.0
Content-type: text/plain; charset=us-ascii
Content-transfer-encoding: 7bit

Up at 0445 Saturday (local), on the road at 0545 with one of my eighth-grade students to Cave City, Kentucky and the hamfest. He had already passed the 5 WPM so we did some brushing up on the written during the 150 mile drive over (beautiful drive - Cumberland Parkway across Kentucky for most of the way) with almost no traffic, and pleasant if cool temperatures. On the way I discovered that the reason he and one other had busted the Element 2 written a couple weeks ago was that they had not noticed the second Novice section of questions when they were studying for the first time 'round (later in the book). Since they had both missed 11 first time, I figured he could get at least two more correct and put himself into the "passing zone."

Having deposited the test-taker at the proper place I wandered through the flea market. Few BA's observed (and noted where the "values" had gone): a nice-looking Ranger for \$350, a Globe Scout 65A (not original cabinet) \$195, Johnson 275 watt Matchbox (no meter) \$110... I also spotted a decent looking S-40... and a TR-4 plus power supply and new finals for \$175. \$195 for the Globe Scout, \$175 for the TR-4... where the world has gone!

I thought about that TR-4 long enough that someone else bought it, and the other stuff was gone by early afternoon (don't know if sold or the

guy just left). I picked up a pretty decent-looking National NC-155 (always partial to National since my very first receiver was an NC-88 - WITH Heath Q-multiplier!), and later in the day found a very nice Ranger out in the parking lot for a better price than the one asked inside...

By the time my boy finished the test (successfully - got a new Novice on our hands, will help get him set up properly on HF CW) I had put the NC-155 and Ranger in the car, added a couple of 1-buck computer pieces, and was ready to go. Beautiful drive back home to Richmond (KY).

Yesterday I got into the receiver, tested tubes and fired it up. Works beautifully! Today or tomorrow I'll reform capacitors in the Ranger, then see how it does (and am expecting the best). A good weekend: one new ham and a couple new toys in good shape... "It doesn't get any better than this!" (quote from brother Stu K8SJ - at Dayton, three of us in a pouring rain, beers in hand...) Enjoy NOW - it's all we got!

73, Al N5AIT

Message-Id: <v03007803b4e97e4c9c86@[132.235.46.157]>
Mime-Version: 1.0
Content-Type: text/enriched; charset="us-ascii"
Date: Mon, 6 Mar 2000 12:20:45 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: Richard Post <post@ouvaxa.cats.ohiou.edu>
Subject: Scott Navy SLRM questions.

Have started working on a Scott SLRM Navy morale receiver, serial # 16. Could use a schematic. This one is missing R-150 and R-151. Those fit in clips and are apparently shaped like old cartridge fuses. They trace out to be the dropping resistors for the 300 mA and 150 mA legs of the series filament strings. I'm guessing that they ought to be in the 50-55 ohm and 300-320 ohm ballparks respectively. (120 volts less the 106 volt string and the 75 volt string).

Given that they were removable, were these resistors actually ballasts of some sort?

A Dreaded Onetime Owner Foisting Undocumented Service also removed what I assume is the antenna jack leaving a loose wire and a cap with one arm in the air near the opening.

(I already removed the hot wire across the fuse :-)

The original chassis power connector was wired with a third prong going directly to chassis ground. Can I assume that this is one of the few AC-DC sets that was actually designed to use a safety ground? Preliminary resistance checks would indicate that this is possible.

Any known gotchas in this set?

The set is pictured on my web page.

73,

Rich

<fontfamily><param>Geneva</param>

Boatanchor Pix website - KB8TAD

<http://oak.cats.ohiou.edu/~postr/bapix/>

visit the Museum of Radio and Technology website

<http://oak.cats.ohiou.edu/~postr/MRT/>

</fontfamily><fontfamily><param>Courier</param>

</fontfamily>

From: "Sven Grandell" <sierra.victor@swipnet.se>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: 51J-4 PTO frequency alignment
Date: Mon, 6 Mar 2000 20:03:58 +0100
Message-ID: <01bf879e\$ba4db2e0\$637797d4@default>
MIME-Version: 1.0

Content-Type: multipart/alternative;
boundary="-----_NextPart_000_0010_01BF87A7.1C121AE0"
Content-Transfer-Encoding: 8bit

Det h r  r ett multipart-meddelande i MIME-format.

-----=_NextPart_000_0010_01BF87A7.1C121AE0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: quoted-printable

Have just made an end to end alignment of the PT0 in my 51J-4.
I have removed the PT0 and put it in a jig for easier adjustment.
Deviation end to end is near 0 kcs. But deviation around middle of
the scale is about 1.6 kcs. Perhaps good for an old receiver!

Before I mount the PT0 back in the receiver i will put some
oil or grease on the internal core screw.

Can anyone give me info on what type of oil or grease to use.

Regards
Sven, SM3SV=20
Sundsvall, Sweden
CCA #1069

-----=_NextPart_000_0010_01BF87A7.1C121AE0
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

* * * * *
* ---REMAINDER OF MESSAGE TRUNCATED--- *
* This post contains a forbidden message format *
* (such as an attached file, a v-card, HTML formatting) *
* Mail Lists at theporch.com only accept PLAIN TEXT *
* If your postings display this message your mail program *
* is not set to send PLAIN TEXT ONLY and needs adjusting *
* * * * *

-----=_NextPart_000_0010_01BF87A7.1C121AE0--

From: "Bill Hawkins" <bill@iaxs.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: Mk III IFF sinks BC645
Date: Mon, 6 Mar 2000 13:13:57 -0600
Message-ID: <001301bf87a0\$1f207080\$0b0aa8c0@normandale>
MIME-Version: 1.0

Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

> So, what do you do if you actually find a destructor?!

I worked in a blasting cap plant in 1960 that also did military devices of many kinds. While I do not actually know how the IFF destructors were initiated, I can tell you about the technology of that time.

The electric initiator is a molded plastic piece that holds two leadwires about 1/8 inch apart. Insulated wires go out one side to the power source. On the other side, two uninsulated stubs stick out of the molded piece. A piece of fine wire, maybe 2 mils diameter, is held across the stubs (bridging them, hence 'bridge wire') and spot welded to them. Then a slurry of powder like a match head is painted onto the bridge wire in a glob. A different mixture is used for an explosive initiator.

The resistance measured at the lead wires is in the low ohms, like 1 to 5 ohms. A single D cell could heat the bridge wire enough to initiate the match, which lights something a little less sensitive but hotter, which lights the thermite.

DO NOT MEASURE the resistance with the ohmmeter set on times 1. We used special meters to measure circuit continuity, to avoid heating the bridge wire.

The plant also made a tiny device with a single center pin and an outer shell insulated from the pin by glass, that was bridged with a carbon slurry. The resistance was measured in thousands of ohms. Once painted with a sensitive primer explosive, you could set those things off by turning on a fluorescent desk lamp over them. They were used in electronic time delay fuzes with delays measured in tens of hours. Mark T77, I think.

At the time, we were trying to build a 1 watt, 1 amp no-fire device to be used on rockets illuminated by powerful radars. Now they use a high voltage capacitor discharge circuit to explode the bridge wire directly, and avoid the heat sensitive primer explosives.

More than you wanted to know, I expect. I'd considered the story of destructor devices in surplus equipment to be urban legend until now. Disposing of such devices depends on your tolerance for risk, but involves a lantern battery (6 volt), a pair of long wires, and a large pile of sand. Did I mention that static

electricity will set these things off? Blasters in dry climates got killed by putting the cap in dynamite, then throwing the spool of lead wire back to the truck. The unwinding wire developed the charge and the truck provided the ground. We're talking about a hundred yards or more of plastic insulated wire.

Bill Hawkins

To: Old Tube Radios <boatanchors@theporch.com>
Cc: boatanchors@theporch.com
Date: Mon, 6 Mar 2000 13:28:19 -0600
Subject: Re: Scott Navy SLRM questions.
Message-ID: <20000306.133014.-278433.4.jackiv@juno.com>
MIME-Version: 1.0
Content-Type: text/plain
Content-Transfer-Encoding: 7bit
From: JACK IVERSON <jackiv@juno.com>

HI Richard. The two filament dropping resistors are: R-151, 310 ohms @20 watts. R-150, 50 ohms @15 watts..

Yes this is not an isolated chassis radio the power line "hot is to be connected to pin #1 of the input connector. this pin goes through the power switch to the plates of the rectifier tube. BUT replace C-159 A & B. these are the ac line filter caps to chassis ground.

This reciever has a problem area that all Scotts of this basic design is plagued with. the by-pass caps for the if stages is located in the if can, the decoupling resistor goes through the cassis to s tie point in the can. When this cap shorts and most do, the resistor will look burned and the set will be almost dead. Some diagrams show the cap outside the if can, but in late production they may have used if s from the 800 line which is the trouble maker.

lottsak luk old jack
JACK IVERSON
K0EWU
jackiv@juno.com

On Mon, 6 Mar 2000 12:20:45 -0500 Richard Post
<post@ouvaxa.cats.ohiou.edu> writes:

Date: Mon, 06 Mar 2000 12:41:39 -0700 (MST)
From: Richard Loken <richardlo@devax.admin.athabascau.ca>
Subject: Re: Homebrew PP 812
To: Old Tube Radios <boatanchors@theporch.com>
Cc: Old Tube Radios <boatanchors@theporch.com>
Message-id:

<Pine.PMDF.3.95.1000306115455.541130996B-100000@devax.admin.athabascau.ca>
MIME-version: 1.0
Content-type: TEXT/PLAIN; charset=US-ASCII

Don, I have a modulator for your rig. I stayed overnight in a hotel near Boeing field in Seattle three or four years back and across the street in a strip mall was a ham store and in the store among the rice rockets, books, and TNC's was a cart full of junk for sale and on the cart was a homebrew modulator built to mount in a 19" rack - totally unlabeled but beautifully built with a black wrinkle front panel (totally unlabelled, I sympathize since professional labelling is so difficult to do at home). I paid a dollar for the modulator and took it home. I wound up remodelling the basement soon after and the modulator went into the attic for two years (temperature ranged from -50 to +30 degrees C) and when I brought it back down to shack I found that all the black wrinkle paint had fallen off the front panel.

Like you Don, I bought the modulator because it was cheap with the intention of stripping it for parts but I could not bring myself to do that, it would be immoral to destroy such a nice piece of work. That is what offshore CB radios are for...

Richard Loken VE6BSV, Systems Programmer - VMS
Athabasca University
Athabasca, Alberta Canada
** richardlo@admin.athabascau.ca **

Message-ID: <38C40E99.2D8A8558@corn.cso.niu.edu>
Date: Mon, 06 Mar 2000 14:01:29 -0600
From: Steve Berg <z931086@corn.cso.niu.edu>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: safe handling of blasting devices
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

I would not be a bit surprised that a number of old military electronics units were surplused with the destructive devices still installed. Bill's warnings are well taken. Often a very small voltage or current will set one of these things off. I found that out the hard way one bad day many years ago when I hooked up a spool of claymore wire to a commo generator before cutting off the cap at the other end. I spent several hours with a magnifying glass and tweezers pulling as much of the remains of the cap out of my left leg as I could. I was very happy, because it could have been a whole lot worse had the plastic spool not shielded me from much of the rest of the explosion. On a lighter note, there is that famous picture from Gil where the Podunk Amateur Radio

Club is setting up their Field Day site, and behind a bunch of trees is a semi trailer marked with a sign: "Danger blasting! Turn off all two way radios."

Exercise great care when dealing with these sorts of devices!

Steve WA9JML

Message-ID: <38C41E5C.F17A230E@idirect.com>
Date: Mon, 06 Mar 2000 16:08:45 -0500
From: Jerry Proc <jproc@idirect.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Web Page Update
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Hi Folks,

I've updated my personal web page with more goodies:

- 1) Radio Systems installed on the Mosquito bomber.
- 2) Radio Operator's Station on the B26 bomber.
- 3) A few WWII aircraft photos.

<http://webhome.idirect.com/~jproc/ve3fab>

--

Regards,
Jerry Proc VE3FAB jproc@idirect.com
Web: www3.sympatico.ca/hrc/haida
HMCS HAIDA Historic Naval Ship, Toronto Ontario

Message-ID: <38C42DCD.DB4E85EC@idirect.com>
Date: Mon, 06 Mar 2000 17:14:38 -0500
From: Jerry Proc <jproc@idirect.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Scuttlebutt <scuttlebutt@eGroups.com>
Subject: 2182 KHz Ceases in UK
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Hi Folks, [A forwarded message]

EMERGENCY COMMS: UK TO END CW MONITORING OF 2.182 MHz

A press release from the British Maritime and Coastguard Agency has announced that Her Majesty's Coastguard will cease to monitor 2.182 MHz as of March 31st, 2002. This as the Global Maritime Distress and Safety System satellite based system becomes fully operational.

2.182 MHz had been the classic shortwave distress and calling frequency for most of the 20th century. The distress watch on that frequency ceased in the rest of the world in 1999. It was kept going in the U.K. for the benefit of fishing vessels, which are subject to separate regulations.

--

Regards,
Jerry Proc VE3FAB jproc@idirect.com
Web: www3.sympatico.ca/hrc/haida
HMCS HAIDA Historic Naval Ship, Toronto Ontario

Message-ID: <38C434D1.C494B037@erols.com>
Date: Mon, 06 Mar 2000 17:44:33 -0500
From: AAFRadio@erols.com
MIME-Version: 1.0
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: recommissioning dynamotors
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit
To: Old Tube Radios <boatanchors@theporch.com>

Ed Zeranski wrote:

> The local grease guys suggested HS wheel
> bearing grease, which I'm trying, or a MOBIL product that is available in
> 5lb cans. Back a few years I worked around aircraft
> but do remember they used synthetics on all the high
> speed turbine stuff so synthetics should work on mere dynos.

Absolutely! But a note of caution here - there are as many kinds of lubricants today as there are women's lipstick shades...for good reason (for the lubricant varieties, not the lipstick shades... :-)). I'd be concerned about using a wheel bearing grease of any sort

for dyno bearings. Think about the application: large balls or rollers compared to electric motors or dynamotors, high unit load because of the weight of the car, and slow speed...~800RPM at 60MPH. Used in small motor bearings it may heat up and start coming out of the bearing - I will not say how I know... :-) If one type of grease worked well with all applications, one might come to the conclusion that no one would make any other types. If it were mine I would be looking for a synthetic grease specifically formulated for the small high speed bearing application, and those types don't always come in 5 gallon buckets. The Mobilith SHC 100 product comes in a 12.5 oz tube like ball joint lube.

73,
Mike Hanz KC4TOS

Message-ID: <20000306230812.96538.qmail@hotmail.com>
From: "russ dworakowski" <wb3fau@hotmail.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: 2 NC-300 mods
Date: Mon, 06 Mar 2000 18:08:12 EST
Mime-Version: 1.0
Content-Type: text/plain; format=flowed

OK Jim, I confess- I didn't read the manual, but like most people, I like to have the rf gain wide open, so i think we still need to modify the 'guess-meter circuit'.

>From: jim lockwood <jmlckwd@mindspring.com>
>Reply-To: jmlckwd@mindspring.com
>To: Old Tube Radios <boatanchors@theporch.com>
>Subject: Re: 2 NC-300 mods
>Date: Mon, 06 Mar 2000 05:54:19 -0800
>
>
>
>At 09:24 PM 03/04/2000 EST, russ dworakowski wrote:
> >Everyone appreciates the inflated signal reports.
> >
> >
> >>From: "Larry Bearse" <lbearse@mail1.nai.net>
> >>
> >> I came across a couple of NC-300 mods in one of my NC-300 manuals, I
> >>wonder
> >>if anyone of you have tried these? One of the mods is a fix for the
> >>oversensitive S-meter
>

>
>
>A couple of us here on the left coast have NC-303 receivers, which also
>have "feel good" S-meters. And we contemplated "improving" the receivers
>so they behaved more like we expected them to.
>
>Imagine our surprise one day when one of us (no not me, I'm not this
>clever) actually got out the NC-303 manual and discovered that it's
>supposed to be this way. Yep. True. We had been using the receiver all
>wrong and I bet the NC-300 is the same way.
>
>Whatcha do is to advance the RF Gain control until the background noise
>reads S1 on the meter, then leave it there. If you do this, two useful
>things happen....
>
>First, the S-meter readings become a lot more plausible.
>
>Second, the receiver AGC becomes adequate to make SSB actually pleasant to
>copy.
>
>Now, don't tell anyone that someone out here actually read the manual for a
>piece of BA gear. Let's just let it be our dirty little secret. The
>fellow who actually committed this unspeakable act is actually a BA list
>member who otherwise is a decent guy; let's let him slide by just this
>once.
>
>But if you aren't happy with your NC-300 or NC-303, try setting the RF Gain
>control as the manual suggests. It makes a world of difference.
>
>
>73,
>
>Jim - k4ccf, km6nk, wa4koo, wn4koo
>

Get Your Private, Free Email at <http://www.hotmail.com>

Message-Id: <1.5.4.16.19800104185657.08477204@pop1.sympatico.ca>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
To: Old Tube Radios <boatanchors@theporch.com>
From: Andre Guibert <aguibert@sympatico.ca>
Subject: Re: recommissioning dynamotors
Date: Mon, 6 Mar 2000 18:06:10 -0500

Bonsoir to All

How about the grease used for vacuum cleaners, skill
saws etc?

Andre

Andre Guibert

aguibert@sympatico.ca

Message-Id: <3.0.32.20000306171550.007f6860@mail.wt.net>

Date: Mon, 06 Mar 2000 17:30:31 -0600

To: Old Tube Radios <boatanchors@theporch.com>

From: "Benjamin D. Hall" <kd5byb@WT.NET>

Subject: Re: recommissioning dynamotors

Mime-Version: 1.0

Content-Type: text/plain; charset="us-ascii"

> Bonsoir to All

> How about the grease used for vacuum cleaners, skill

> saws etc?

I'd say that this would be too thick - in a small bearing, you want a
grease that is fairly light-bodied for low friction. I've used white
lithium grease with good results - Lubriplate is a name that comes to mind...

73,

ben

Benjamin D. Hall, KD5BYB, Engine and radio collector / operator.

Located in Houston, Texas, USA.

e-mail: kd5byb@WT.net, web: <http://web.wt.net/~kd5byb/>

"An ye harm none, do what thou wilt."

Message-ID: <38C440EA.BA139F8@erols.com>

Date: Mon, 06 Mar 2000 18:36:10 -0500

From: AAFRadio@erols.com

MIME-Version: 1.0

To: Old Tube Radios <boatanchors@theporch.com>

CC: Old Tube Radios <boatanchors@theporch.com>

Subject: Re: recommissioning dynamotors

Content-Type: text/plain; charset=us-ascii

Content-Transfer-Encoding: 7bit

Andre Guibert wrote:

> How about the grease used for vacuum cleaners, skill saws etc?

Should work just fine. Similar speeds and loads.

73,
Mike Hanz KC4TOS

Message-ID: <01BF879E.0429E420.w1kszt@tiac.net>
From: "Richard W. Solomon" <w1kszt@tiac.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: WTD: Marconi Sig Gen Manual
Date: Mon, 6 Mar 2000 18:37:56 -0500

Anyone know of a source for Marconi manuals ? I need an original for the TF-2015 Sig Gen and the TF-2171 Synchronizer. I tried the "usual suspects", Manual Merchant, W7FG, AG Tann... to no avail.

Tnx es 73, Dick, W1KSZ

To: Old Tube Radios <boatanchors@theporch.com>
Cc: boatanchors@theporch.com
Date: Mon, 6 Mar 2000 17:41:41 -0600
Subject: Re: re commissioning dynamotors
Message-ID: <20000306.175954.-278433.14.jackiv@juno.com>
MIME-Version: 1.0
Content-Type: text/plain
Content-Transfer-Encoding: 7bit
From: JACK IVERSON <jackiv@juno.com>

I am sorry to take up the band width but the research that i have done, will show that a high speed ball bearing is demanding. To make a long (no bs) story short--. The best was a Mobile product called "BRB LUBE", or to get real fancy a synthetic grease that is (or was) called SHC-28. or SHC-32 these have been superceded by another number. the stuff will channel to lube a high speed ball bearing and not throw out.. The commercial equivalent is expensive but damn good. any further info please e-mail me directly. I just finished doing a dynamotor for a '34 Packard car radio using this stuff.. old jack
JACK IVERSON
K0EWU
jackiv@juno.com

On Mon, 06 Mar 2000 17:44:33 -0500 AAFRadio@erols.com writes:

> Ed Zeranski wrote:
> > The local grease guys suggested HS wheel
> > bearing grease, which I'm trying, or a MOBIL product that is
> available in
> > 5lb cans. Back a few years I worked around aircraft
> > but do remember they used synthetics on all the high
> > speed turbine stuff so synthetics should work on mere dynos.

>
> Absolutely! But a note of caution here - there are as many kinds of
> lubricants today as there are women's lipstick shades...for good
> reason (for the lubricant varieties, not the lipstick shades...
> :-)).
> I'd be concerned about using a wheel bearing grease of any sort
> for dyno bearings. Think about the application: large balls or
> rollers
> compared to electric motors or dynamotors, high unit load because of
> the
> weight of the car, and slow speed...~800RPM at 60MPH. Used in small
> motor bearings it may heat up and start coming out of the bearing -
> I
> will not say how I know... :-) If one type of grease worked well
> with all applications, one might come to the conclusion that no one
> would make any other types. If it were mine I would be looking for
> a
> synthetic grease specifically formulated for the small high speed
> bearing application, and those types don't always come in 5 gallon
> buckets. The Mobilith SHC 100 product comes in a 12.5 oz tube like
> ball
> joint lube.
>
> 73,
> Mike Hanz KC4TOS
>

From: "Ed Sieb" <sieb@sympatico.ca>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: Marconi Sig Gen Manual
Date: Mon, 6 Mar 2000 19:22:13 -0500
Message-ID: <LOBBJH0L00H1PLONIAF0EAJCJAA.sieb@sympatico.ca>
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Hi Dick,
Try IFR, who bought out Marconi Instruments:
<http://www.ifrinternational.com/>

or try Canadian Marconi Ltd.
<http://www.marconi.ca/>

Marconi Instruments has been bounced around from company to
company over the years. Hard to keep track of who owns what.
However your best luck would be via Canadian Marconi, or IFR.

Good luck

Ed
VA3ES

From: PLT1032@aol.com
Message-ID: <a1.295d669.25f5ad08@aol.com>
Date: Mon, 6 Mar 2000 19:53:28 EST
Subject: Re: re commissioning dynamotors
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit

LSA lubricant has done pretty well for my BC-348's, command sets, and keeps my M1-A cycling like it should.
Don't forget to shake the bottle!

Semnper Fi!

Bob Lindgren

To: Old Tube Radios <boatanchors@theporch.com>
Cc: boatanchors@theporch.com
Date: Mon, 6 Mar 2000 20:29:56 -0500
Subject: Re: East Coast Mil Radio Rally - Sept. 8/9/2000 (PRELIMINARY)
Message-ID: <20000306.202958.-169635.0.wb3ctc@juno.com>
MIME-Version: 1.0
Content-Type: text/plain
Content-Transfer-Encoding: 7bit
From: Michael M Oxenreider <wb3ctc@juno.com>

Hi Mike and William,

Never went to an AWA meet. No doubt they are great.
BUT. The MV meet at Tobyhanna is great also and is something anyone interested in mil radios would be thrilled to see.
My vote is to hold the event at Tobyhanna. And leave everyone decide which one to attend.

73

Mike

On Mon, 6 Mar 2000 06:44:28 -0500 "Mike Feher" <n4fs@monmouth.com> writes:

> I agree with Bill. Besides Rochester is a lot more than 2 to 3 hours
> from

> TAD. More like 4 or 5. Most serious collectors spend the entire week
> at AWA
> and it does tend to wear one out. I know it does wear me out. 73 -
> Mike
>
>
> Mike B. Feher, N4FS
> 89 Arnold, Blvd.
> Howell, NJ, 07731
> 732-901-9193
>
>
> > I would not place the MRCG meet within a week of the AWA show. The
> ARCI
> > (Antique Radio Club of Illinois) learned that lesson the hard way
> > already, and their show is well established.
> >
> > Rather than hold it at Tobyhanna and conflict with the AWA, how
> about
> > working it with a club holding a hamfest? That way both the club
> and the
> > MRCG could share the costs of the meet (rent, insurance, etc.) and
> it
> > could be scheduled with far more flexibility.
> >
> > William Donzelli
> > aw288@osfn.org
> >
> >
>

End of BOATANCHORS Digest 2824
